

Claims

1. A control system for the compressor of a vehicle air braking system, the control system having one or more inputs indicative of a vehicle operating state, and an output for determining whether a compressor is on-load or off-load, the system further including target means to calculate a target pressure for a reservoir downstream of said compressor, said output being responsive to said target means.
2. A control system as claimed in claim 1 wherein a control system input is the vehicle throttle position.
3. A control system as claimed in claim 2 wherein the target pressure is higher during throttle-off modes than throttle-on modes.
4. A control system according to claim 3 wherein the higher target pressure exceeds the normal target pressure by 8-10%.
5. A control system according to claim 4 and further including a third yet higher target pressure.
6. A control system as claimed in claim 1 wherein a control system input is the temperature at the compressor outlet.
7. A control system as claimed in claim 6 wherein said target pressure is reduced in response to elevated compressor outlet temperature.
8. A control system for the compressor of a vehicle air braking system, the compressor being capable of being taken off load at a predetermined target pressure wherein the control system has an input indicative of vehicle throttle position and is adapted to increase said target pressure at a zero throttle opening.
9. A control system for the compressor of a vehicle air braking system, the control system having a first input for indicating vehicle engine speed, a second input for indicating vehicle speed, a third input for indicating vehicle throttle opening, a fourth input

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for indicating air pressure in a reservoir downstream of the compressor, and an output for determining whether a compressor is on-load or off-load, the system further including means to calculate a target pressure for said reservoir, the target pressure being higher during throttle-off modes than during throttle-on modes.

10. A control system according to claim 9 wherein the higher target pressure exceeds the normal target pressure by 8-10%.

11. A control system according to claim 10 and further including a third yet higher target pressure.

12. A control system according to any preceding claim and adapted to provide independent control of said compressor and a purge valve therefor.

13. A method of controlling a compressor of a vehicle air braking system, the method comprising the steps of :

providing a control system for the compressor having one or more inputs indicative of a vehicle operating state,

providing an output from the control system to place the compressor either on-load or off-load depending upon said vehicle operating state,

providing target means to calculate in real time a target pressure for a reservoir downstream of said compressor, wherein said output from the control system is responsive to said target means.

	PLATE NO.	DATE	TIME	WIND	TEMP.	HUMID.	PRESS.	SEA STATE	REMARKS
01	1001	1968-07-10	0000	010	28.0	75	1013.5	1	CLEAR
02	1002	1968-07-10	0100	010	27.5	75	1013.5	1	CLEAR
03	1003	1968-07-10	0200	010	27.0	75	1013.5	1	CLEAR
04	1004	1968-07-10	0300	010	26.5	75	1013.5	1	CLEAR
05	1005	1968-07-10	0400	010	26.0	75	1013.5	1	CLEAR
06	1006	1968-07-10	0500	010	25.5	75	1013.5	1	CLEAR
07	1007	1968-07-10	0600	010	25.0	75	1013.5	1	CLEAR
08	1008	1968-07-10	0700	010	24.5	75	1013.5	1	CLEAR
09	1009	1968-07-10	0800	010	24.0	75	1013.5	1	CLEAR
10	1010	1968-07-10	0900	010	23.5	75	1013.5	1	CLEAR
11	1011	1968-07-10	1000	010	23.0	75	1013.5	1	CLEAR
12	1012	1968-07-10	1100	010	22.5	75	1013.5	1	CLEAR
13	1013	1968-07-10	1200	010	22.0	75	1013.5	1	CLEAR
14	1014	1968-07-10	1300	010	21.5	75	1013.5	1	CLEAR
15	1015	1968-07-10	1400	010	21.0	75	1013.5	1	CLEAR
16	1016	1968-07-10	1500	010	20.5	75	1013.5	1	CLEAR
17	1017	1968-07-10	1600	010	20.0	75	1013.5	1	CLEAR
18	1018	1968-07-10	1700	010	19.5	75	1013.5	1	CLEAR
19	1019	1968-07-10	1800	010	19.0	75	1013.5	1	CLEAR
20	1020	1968-07-10	1900	010	18.5	75	1013.5	1	CLEAR
21	1021	1968-07-10	2000	010	18.0	75	1013.5	1	CLEAR
22	1022	1968-07-10	2100	010	17.5	75	1013.5	1	CLEAR
23	1023	1968-07-10	2200	010	17.0	75	1013.5	1	CLEAR
24	1024	1968-07-10	2300	010	16.5	75	1013.5	1	CLEAR